# FACTS AND ARGUMENTS

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FAVORABLE TO THE CONSTRUCTION

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# RAIL-ROAD

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From Fredericksburg to Orange Court House,

ADDRESSED TO THE CITIZENS OF

*Fredericksburg, Orange, Culpeper Madison, Greene and Rockingham.*

1847

PRINTED AT THE HERALD OFFICE,

Fredericksburg.

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# RAIL-ROAD

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SMITHSONIAN LIBRARIES

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# INTRODUCTORY.

The following facts will show, at a glance, that Fredericksburg is the *natural*, and of course the appropriate market for the agricultural products of Orange, Culpeper, Madison, Greene and Rockingham :

1. From Harrisonburg to Richmond, via Gordonsville, the distance is 137 miles—from the same place to Fredericksburg, via Orange Court-House, the distance is only 109 miles.

2. From Stanardsville, the county town of Greene, the distance to Richmond, via Gordonsville, is 87 miles—from the same place to Fredericksburg, via Orange Court-House, the distance is only 61 miles.

3. From Madison Court-House to Richmond, via Gordonsville, the distance is 96 miles—from the same place to Fredericksburg, via Orange Court-House, the distance it is only 51 miles.

4. From the central portion of the valley of the Robinson, lying in Culpeper county, to Richmond, via Gordonsville, the distanee is 95 miles —to Fredericksburg, via Orange Court-House, is only 46 miles.

Now, let it be supposed, (and the supposition cannot be far from the truth,) that this whole region will have, annually, for market, wheat, corn and other products, amounting to the bulk of 800,000 bushels, then, it follows, that without a Railroad from Fredericksburg, *at least*, as far as Orange Court-House, the agriculture of these counties, will be subject to an annual tax, in the shape of additional charges for transportation, of $40,000. And shall we bear this *unnatural* burthen, during our own lives, and then leave it to be inherited by our children? No! it must not be, it *cannot be!* The aggregate tax on the agriculture of these counties, for a period of seven or eight years, would, of itself, construct and put in operation a Railroad from Fredericksburg to Orange Court-House. Let us, then, both in country and town, come up to this work, with the firm determination that it shall be accomplished, and difficulties, whether real or imaginary, will soon vanish.

An application will be made to the Legislature, during its present session, to grant a charter to a Company for the construction of a Railroad from Fredericksburg to Orange Court-House, with authority to continue the same to the eastern base of the Blue Ridge. In the mean time, let us ponder the subject well—and prepare for beginning the work next spring.

ORANGE.

*December* 1, 1847.

*To the Editor of the Virginia Herald.*

Your remarks relative to a Railroad from Fredericksburg to Orange Court-House, published in the Herald of the 10th instant, I have read with pleasure. The citizens of Fredericksburg, it is true, are deeply interested in this subject, but they are not alone.

Fredericksburg is 25 miles nearer Gordonsville than Richmond, and the Fredericksburg market for the products of the soil, tobacco excepted, is as good as that of Richmond. Hence it follows, that considerable portions of the counties of Greene, Orange, Madison and Culpeper, embracing a large extent of the most fertile lands in these counties are also largely interested, and if the subject should be laid before them, they will cordially unite with the citizens of Fredericksburg in using all appropriate means for the speedy construction of this Railroad.

That capital invested in this work will pay well, can scarcely admit of a doubt.

On this line the *shortest* route is the best for the construction of a Railroad.

From Fredericksburg to Gordonsville, via Church Run and Orange Court-House, the distance is 47 1-2 miles. From Fredericksburg to Gordonsville, via Church Run, leaving Orange Court-House 2 1-2 miles to the west, the distance is 45 miles.—It would be impracticable to carry the main Road by Orange Court-House without adding about $40,000 to its cost. It would therefore be best to construct a branch road (2 1-2 miles) from Church Run to Orange Court-House. The propriety of this suggestion will be apparent to all who are familiar with the face of the country in the vicinity of Orange Court-House.*

Is it not desirable that meetings be immediately called in Fredericksburg, and in the counties of Orange, Greene, Madison, and Culpeper, to appoint committees of conference, who shall digest a plan for bringing the subject before the Legislature, at its coming session, to procure a charter, and to use the means that will soon put a company in condition to commence the work with the most encouraging prospect for its speedy completion?

If a company should be formed for the construction of the contemplated Railroad from Fredericksburg to Orange Court-House, it will, perhaps, be beneficial to all concerned to purchase the Road of the Swift Run Gap Turnpike Company, from Fredericksburg to Mine Run.

The Legislature would relinquish to a Railroad Company the stock which the State owns in the Swift Run Gap Turnpike Company, and an arrangement of this kind would be very popular, both in Town and in the above named Counties.

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* This is an error—further examinations show, that a *direct* road can be made with ease.

Natural position, as well as the pecuniary interests of ourselves and our posterity, call upon us to take hold of this matter with the immovable determination that we will not intermit our efforts until we hear the whizzing of steam engines moving rapidly over a veritable and substantial Railroad from Fredericksburg to Orange Court-House. Remember this: "I WILL TRY," has often performed wonders, while "I CANNOT," has been sitting down musing over difficulties, or croaking about what he calls impossibilities. Many considerations arising from the geological structure of the country through which this road would pass, might be urged in favor of its construction. At present I have time to mention only one or two.

Near Church Run, this road would come in contact with the vein of limestone which passes through Orange county. East of this limestone, there is an extensive region, embracing at the present prices of poor land not less than $300,000 worth of lands, most of which are capable of a high degree of improvement by the judicious use of lime. The owners of these poor lands would be benefitted by selling one-half of their domains and investing the proceeds in the stock of this railroad. The remaining half would then be worth four times as much as the whole in its present impoverished condition. It requires but little foresight to see, that we, of the county of Orange, who are dwellers upon poor land, must either bring this lime to the land and scatter it, and by the use of other proper means fertilize our lands, or the time will come when we shall be compelled to emigrate, and thus have to encounter the numerous hardships and difficulties commonly attendant on emigration, and may at last settle in some location uncongenial to our constitutions, for the balance of our lives be the victims of disease, with days and perhaps years of bitterness occasioned by the complaints of discontented families.

After I shall have enjoyed opportunities of consulting my friends and neighbors on the subject, you will perhaps hear from me again. ORANGE.

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*(For the Virginia Herald.)*

## Railroad from Fredericksburg to Orange Court-House.

*"Gather up the fragments that nothing be lost."*

Whenever in the progress of events, either individuals or communities, find that they have expended large sums of money in the construction of works, which, by the advance of science, and the consequent improvement and increase of facilities for the transportation of passengers and the products of the soil, are left in rear of the times nearly fifty years, wisdom and prudence are ready to enquire, what can be saved from the wreck of our works, which are now about to be superceded by improvements

consequent on the application of steam to land navigation. At this time such an enquiry should occupy much of the attention of the stockholders in the Swift Run Gap Turnpike Company.—It will generally be admitted that the construction of Railroads in Virginia contiguous to this Turnpike, will soon render the stock of this Company of little value, and that it is the duty of the stockholders, as well as all other good citizens, to bring about contemplated changes, so as to save to individuals and to the Commonwealth, as much as possible of the $120,000 which has been expended in the construction of the Swift Run Gap Turnpike. I beg leave to propose the following plan for the consideration of all interested in this matter, remarking that it should claim the speeial attention of the citizens of Fredericksburg, and of the counties of Orange, Greene, Madison and Culpeper.

Fredericksburg and these counties can never reach that degree of prosperity which is in store for them, without a Railroad from Fredericksburg to Orange Court-House. Between these places nature has laid a foundation by furnishing a route *short*, comparatively free from obstructions, and this route passing through a region which abounds in all the materials for the economical construction of a Railroad. True, says one, "but this Railroad will "require for its construction some four or five hundred thousand "dollars, and when and where shall we get this money?" Let the citizens of Fredericksburg, and of the regions west of Fredericksburg who are so deeply interested, unite their heads and their purses, and invoke the Legislature for that aid from the State which cannot with the least show of propriety or justice be denied, and the money can be easily raised.

Let a Railroad Company be organized, and then let them purchase the Road of the Swift Run Gap Turnpike Company, in the following manner:

Let them procure from the Legislature a Charter, by which the Commonwealth shall agree to take in the stock of the Railroad Company,

| | |
|---|---|
| 2,700 shares of $100 each, making - - | $270,000* |
| Let the Railroad Company allow the Commonwealth $45,000 for its interest in the Swift Run Gap Turnpike, - - - - - - - - | $45,000 |
| | $225,000 |

Thus we should have $225,000 raised at once, and the interest of the people in the Swift Run Gap Turnpike Company preserved

* The Legislature of 1836 granted an appropriation of more than $300,000 for a Railroad from Fredericksburg to Charlottesville, thus acknowledging the claim which this great central region of Eastern Virginia has on other portions of the Commonwealth. For more than a quarter of a century the citizens of this region have been paying taxes to carry forward improvements in the Southern and Northern portions of the State, which, as yet, have yielded no revenue to the State. Is it not time for them to see that their claims are not disregarded?

from an approaching annihilation. The remaining $200,000 (or a large portion of it) required for the construction of the contemplated Railroad, could then be raised in the following manner:

Let stockholders in the Swift Run Gap Turnpike Company, holding 1,000 shares of said stock, subscribe 3,000 shares to the stock of the Railroad of $100 each, on the condition that their shares in the Turnpike Company be received at $50 each, in part payment of such subscriptions.

In figures, thus:

| | |
|---|---|
| 3,000 shares Railroad Stock of $100, - - | $300,000 |
| Deduct for 1,000 shares of Turnpike Stock, at $50 each, | 50,000 |
| | $250,000 |

And then, we should have in the aggregate, from the Commonwealth and individuals, $475,000, which will be ample for the construction of a Railroad from Fredericksburg to Gordonsville. This plan, with some modifications, can doubtless be carried into effect. That a Railroad is practicable at a reasonable cost on the proposed route, I shall take as granted, because no one possessing tolerable information and judgment, and who is familiar with the face of the country through this region, has ever ventured to call it in question. There would still remain several hundred shares of the stock of the Swift Run Gap Turnpike Company, held by orphans, or by persons either unwilling or unable to come into the proposed arrangement; and as justice demands that the rights of minorities shall not be disregarded, a Jury might be appointed to decide how much such persons should receive per share for their turnpike stock.

It is supposed that the Road of the Swift Run Gap Turnpike Company would be worth to a Railroad Company, $40,000. About sixteen miles of this Road could be advantageously used in the construction of a Railroad from Fredericksburg to Orange Court-House.*

Numerous considerations of importance can still be urged in favor of a Railroad from Fredericksburg to Orange Court-House, but they cannot be presented in a single communication without extending it to an unreasonable length. I shall therefore defer them for remark hereafter. In my next communication, public

* The reader is referred to a plan recently published under the title of "Synopsis of a Charter for a Railroad from Fredericksburg to the Town of Orange," the provisions of which are in strict accordance with the important maxim in political economy, "justice to *all*, favors to none." The writer believes this maxim should predominate in all legislation on the subjects of taxation and internal improvements, and of course, that the charters of Banks and Railroad Companies, should be so framed as to guard strictly *individual* rights as well as the good of the people. He is in favor of a system of internal improvement, which moves along, with a steady, firm and majestic march, just between niggardly and contracted selfishness on the one hand, and visionary and fanatical imprudence on the other.

attention will be directed mainly to the nature, and present and prospective value of the soils on the right and left of the contemplated Railroad, and also the soils lying west and south-west of its terminus.

ORANGE.

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*(For the Virginia Herald.)*

## Railroad from Fredericksburg to Orange Court-House.

*"Agriculture is the most healthful, the most useful, and the most noble employment of man."*—WASHINGTON.

Whenever the construction of a Railroad through any region of country is in contemplation, it is important to ascertain how far the soil, along the line of the proposed work, as well as the soils within convenient distances of its terminus, are capable, either from their present fertility, or their capacity for rapid improvement, of sustaining a dense population, and furnishing a large supply of commodities for transportation, and consequently the means to pay the passage of numerous travellers. As railroads, canals, and other public works, as well as manufactures, commerce and the arts, must look to an improved and flourishing agriculture as the only sure foundation of their prosperity, the importance of this enquiry will be apparent to all reflecting persons. The unoccupied, misused, or rather *abused* lands of Eastern Virginia, are at present attracting the attention of a portion of the population of several of the northern States, who are making arrangements for emigration. At the North, the impression is rapidly gaining ground, that Eastern Virginia holds out to emigrants much stronger inducements than the far West, and at no distant period we shall find a considerable population from Maryland, Pennsylvania, New Jersey, and even from Vermont and New Hampshire, settled in Virginia, and by their capital, skill and industry, bringing our too long abused and neglected lands to a high state of fertility.

The following remarks of an intelligent New-Yorker, upon the subject, extracted from a letter just published in some of the northern papers, deserves the special attention of Virginians :

"My *present intention* is to speak of Virginia as *she is*, not as she *has been*, or *might have been*, under other and different circumstances from those in which she is now placed ; and although I may find it necessary in the course of my remarks, to institute a comparison between her present condition, and that of those of her sister States, who entered on their political career at the same time, and under far less favorable auspices, I trust I shall do so in a spirit of kindness, and with no desire to excite any other than the most friendly feelings of social and political rivalry, between portions of the same great and united family, bound together by the strongest ties of interest and mutual regard, travelling the

same common road—partakers of the same common destiny, and enjoying the same noble inheritance.

"A residence of less than a single year in this portion of the Union, may seem inadequate to a fair comprehension and a just exposition of its condition; but it will be borne in mind, that the first impressions are not unfrequently the best and most accurate; that an impartial and unprejudiced observer, is not seldom in a condition to take a more comprehensive view and to form a better appreciation of events, their probable causes and effects, and the bearing which they may have on the present and future, than those more immediately interested in their occurrences, and actively participating in their results; and the record of their impressions, and the frank, friendly, and at the same time dispassionate expression of views and opinions thus voluntarily imbibed and honestly entertained, while it cannot injure the cause of truth, may add somewhat to the stock of existing knowledge, and at all events, it is to be hoped, excite inquiry and reflection, even if it should fail to lead to more beneficial consequences.

"I am free to confess, in the outset, that when, and as often as I reflect upon the genial, healthful, and lovely climate of Virginia, its transparent and cloudless skies, its refreshing breezes, its abundant and exhaustless foliage, its comparative exemption from wintry frosts and storms, its unrivalled facilities for markets, its fertile and varied soil, capable of producing nearly every species of crops demanded by the diversified wants of modern civilization, learning, and refinement, and in quantities unsurpassed, at least, if not unequalled in any other portion of the Union—its inexhaustible mines of coal, iron, copper and other valuable minerals and metals—its noble streams, bays and harbors—its lofty range of mountains, and its territorial advantages, with reference as well to the seat of the general government as to the adjoining States. When I take into consideration all these circumstances, I am utterly at a loss to account upon any satisfactory principles for the dearth of population, the comparative absence of capital and enterprise, the neglect, often amounting to absolute waste of the land, the cheap rate at which it is held, and more than all, the indifference with which, until very recently, the inducements thus held out to immigration from other States and countries have been regarded. It was not without an accurate and thorough knowledge of the condition and capabilities of this favored region, in an agricultural point of view, that her greatest son, the immortal Washington, in a letter to Sir John Sinclair, described it as "the Garden of America." Nor was it without the spirit of prophecy that he added these memorable predictions: "Notwithstanding these obstacles, ( * * * * * * * * * * * ) and although I may incur the charge of partiality in hazarding such an opinion at this time, *I do not hesitate to pronounce that the lands on the waters of the Potomac, will, in a few years, be in greater demand, and in higher estimation, than any other part of the United States.*"

What effect then, is it reasonable to suppose, will follow the construction of a Railroad from Fredericksburg to Orange Court-House, on the value of large portions of the unoccupied lands of the counties of Spotsylvania, Orange, Culpeper, Madison and Greene. Why it would not be extravagant to assume that those lands, would immediately increase in value from one hundred to two hundred per cent, which would of itself be ample for the construction of two such Railroads. But I must proceed according to promise, to notice briefly, the character of the lands lying near the line of the contemplated Railroad. I will commence at Fredericksburg and proceed westwardly. From Fredericksburg to Chancellor's, a distance of ten miles, the soil is generally chocolate colored, resting on a deep stratum of red clay. In some places gravel is abundant, as well as the rock called fel-spar, and the potash proceeding from the decomposition of these rocks, in various places, produces a growth of white clover. If treated kindly, these lands will produce abundant crops of Indian corn, wheat and other grains. As the basis of permanent fertility, they want moderate dressings of ashes or lime. The truth of this statement is settled by the fact, that whenever either of these articles are applied to these lands, a growth of white clover follows, which may be regarded as an unerring proof of the existence of lime or potash in the soil. If any one doubts this statement let him scatter some ashes* or lime on the surface, even in the midst of broom-grass, or under an *old-field* or *foxtail* pine, and in 12 or 18 months after the application he will find the white clover springing up. From whence the seeds of this plant come, I am not prepared to decide. On this point every one may adopt and hold his own theory. Two or three miles to the left of Chancellor's, as we proceed westwardly, we find an abundance of iron ore, from which large quantities of pig-iron, castings, &c., have, for some years past been made by the proprietors of the Catharine Furnace. A portion of the soils in this region is red, and when it has a basis of clay is capable of rapid and high improvement.—Whenever the Railroad from Fredericksburg to Orange Court-House shall be constructed, the first Depot after leaving Fredericksburg should be at Chancellor's. From thence pursuing a north-western direction, we enter an extensive region of the county of Culpeper, a large portion of which is capable of high improvement, and this depot would be the most convenient point for the products of these lands. And here, I must be permitted to say, that the owners of these lands should advocate warmly, and subscribe freely, to ensure the construction of this Railroad.

From Chancellor's to the Wilderness, a distance of five miles, the lands are not materially different from those already mentioned. Here another depot should be established, because it would bring within 10 to 20 miles of market, a large body of land in the

* Ashes of *Pine* are excepted. They will rarely, if ever, produce the effect here mentioned.

county of Culpeper, a portion of which, is now very productive, and nearly all of these lands are adapted to the growth of wheat, and with judicious management and good treatment, can be brought to a high state of fertility. The owners of these lands should also subscribe freely to the stock of this Railroad.

But here, some one will *think*, if not *say*, "it is easy to build Railroads and to establish Depots on *paper*, but this scheme is visionary and cannot be accomplished." To all such, I reply, that the scheme is based on experience. It is not necessary for us, at present, to make, with Patrick Malooney, a tour to the moon to see a railroad. The length of railroads already in existence in the United States, is 4500 miles, and wherever they have been judiciously located, the adjacent lands have soon advanced in price from one hundred to two hundred per cent. Remarks on the lands between the Wilderness and Orange Court-House, must be reserved for another time. ORANGE.

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*(For the Virginia Herald.)*

## Railroad from Fredericksburg to Orange Court-House.

My last communication on the subject of a Railroad from Fredericksburg to Orange Court-House, left me at the Wilderness, 15 miles west of Fredericksburg, and in the centre of the gold region of Virginia. In the immediate vicinity of this place, gold mines are worked which yield in the aggregate about $60,000 worth of gold annually, from which the proprietors derive a handsome profit. I will now proceed, very briefly, to describe portions of the soil between the Wilderness and Orango Court-House.

Between the Wilderness and Robinson's, or the New Trap, the soils are both red and chocolate color, the former predominating. Occasional narrow veins of slate appear in this region, and the fel-spar rock abounds, the gradual decomposition of which furnishes a moderate supply of potash, and hence, on the margin of the Swift Run Gap Turnpike, we find white clover springing up, even in the midst of broom-grass and under the *old-field* or *fox-tail* pines. Much the larger portion of the soils lying south, south-west, west and north-west of the Wilderness rests upon a deep stratum of red clay, and consequently if supplied with suitable mineral manures in small quantities, may, with an ameliorating rotation of crops, be speedily brought to a high degree of fertility. The price of lands in this region ranges from $3 to $10 per acre. When we reach Robinson's or the New Trap, we are within 10 miles of the north-eastern extremity of the south-west mountains, embracing the eastern portion of the valley of the Rapid Ann River. This region, which varies in width from 5 to 8 miles east and west, ranges north east and south-west along the

eastern bank of the above named river, to its sources in the Blue Ridge in the vicinity of Swift Run Gap, a distance of nearly 60 miles. For salubrity of climate, fertility of soil and charming scenery, this region is unsurpassed by any portion of the Old Dominion. Lands through this region vary in price from $10 to $25 per acre, and soon after the Railroad from Fredericksburg to Orange Court-House shall be in operation, these lands will be cheap at $20 to $50 per acre. "But, (says some one of *incredulous* temperament) when will this Road be in operation." I answer soon after the citizens of Fredericksburg and the inhabitants of Orange, Madison, Culpeper, Greene and Rockingham, shall form the unalterable determination that they will have this Road, and show that they are in good earnest by their acts. A writer for the Democratic Recorder, informs the public that the citizens of Orange are in favor of a Railroad from Orange Court-House to Gordonsville. To this I have not the least objection.—But with a Railroad to Gordonsville, and without that from Fredericksburg to Orange, the citizens of the above named counties will find themselves occupying an unnatural position, which must subject the agriculture of this lovely region to a heavy annual tax.

Look for a moment at the following statement of facts:

From Gordonsville to Richmond, by Railroad, the distance is 71 miles. From Gordonsville to Fredericksburg, by the line of the contemplated Railroad, the distance is 46 miles. Hence it is apparent, that, without a Railroad from Fredericksburg to Orange Court-House, the farmers resident in the most fertile portions of Orange, nearly all those of the fertile, populous and independent county of Madison, and likewise all the fertile valley of the Robinson, lying in the county of Culpeper, will be compelled to carry their products from 40 to 60 miles further than their natural and appropriate market, Fredericksburg. Now, suppose that this region produces annually, for market, 200,000 bushels of corn and wheat, and it follows, with mathematical certainty, that its agriculture, by this *unnatural* state of things, will be paying an unnecessary annual tax of at least $12,000. Instead then, of tamely submitting to such an infliction as this, let them come forward and unite with the citizens of Fredericksburg, in subscribing liberally for the construction of a Railroad from Fredericksburg to Orange Court-House. If the citizens of this region should subscribe the sum of $200,000 to this work, they would soon receive *four fold* in return in the increased value of their property, and also exert an important influence in improving the unoccupied lands between Fredericksburg and the Blue Ridge, and in hastening on the period when universal education shall be established throughout Virginia.

The citizens of Virginia, it gives me pleasure to say, are now giving much of their attention to the subject of Education. That there should be found in this ancient Commonwealth, some 40 to

60,000 white adults who can neither read nor write, is deeply deplored by all her reflecting and patriotic citizens, and the question which is claiming their attention at present is, "how shall we brush off from our beloved State this dark blot and bring about a *universal* Education?" This is a question of the highest importance, and in the present condition of Virginia, its solution is beset with difficulties of no ordinary character. Large districts of Virginia have been nearly depopulated by emigration to the south and west, an emigration which has proceeded mainly from a careless, slovenly and injudicious system of farming, which has made her ordinary soils poorer and poorer, and materially diminished the fertility of her richest soils. Throughout these portions of the State, families are scattered at intervening distances of 4 to 8 miles. Now who can devise a system of District Schools, that will issue in universal education in Virginia, while this sad condition of things remains?

The disease is radical, and partial and superficial remedies can avail us nothing.

While the agriculture of these portions of the State remains in its present condition, the congregated wisdom of all the philanthropists and political economists of the civilized world will be found incompetent to devise a system of common schools, that will result in universal Education.

The people of Virginia, acting through their Representatives in the Legislature, must foster and urge forward a system of internal improvements of a diffusive character—a system calculated to induce emigration from the Northern States, and to establish an improved and flourishing agriculture, and a dense population in regions which have been nearly depopulated by the unwise policy of our forefathers.

If then, we would speedily bring about the time, when Education will be universal in Virginia, her citizens generally, and especially her Legislature, must make a vigorous attack upon the disease at its root. It can scarcely be doubted that it lies in a ruinous system of farming that has nearly depopulated large portions of her territory. And if it be asked, how shall our waste places be renovated and built up, I answer, let the Legislature proceed immediately to connect with the University of Virginia a *pattern* farm and an agricultural Professorship, and keep constantly on this farm *one* promising youth from each county in the State, to receive an agricultural Education at the expense of the Commonwealth.

If it be true, generally, that "knowledge is power," it is especially so in regard to agricultural operations. An institution of this kind, established on sound principles and connected with the University of Virginia, would eventually diffuse throughout the State, an improved and flourishing agriculture—northern people who are now contemplating a settlement in Virginia, would hasten hither—our waste places would be improved and filled up

with a working population—Agriculture, Manufactures and Commerce, would be expanded, and *universal* Education would crown the whole.

> "He that by the plough would thrive,
> Himself must either hold or drive."

We should be pleased to see in an establishment of this kind, not such youths as would merely fill their brains with agricultural speculations, but such as would wield agricultural implements with strong arms, and would not consider themselves degraded if seen following the plough. *A pattern farm connected with the University, and well managed, would prove a more important and productive investment of the People's money, than any that has hitherto been made by the Legislature of Virginia.*

My next communication on this subject, will appear in the spring of 1848. By that time I hope to arrive safely in the beautiful valley of the Shenandoah, immediately west of Swift Run Gap, and in the vicinity of a place calledPolkville. Near this place, on the land of Mr. Jacob Runkle, there are springs of mineral waters, which possess active medical properties. Should seientific gentlemen pass this way, it would no doubt prove a source of pleasure to them to call on Mr. Runkle, examine these waters, and be introduced to his aon and daughter, the pair weighing about 800 pounds.

In conclusion, I would respectfully remind the citizens of Fredericksburg, Culpeper, Madison, Orange, Greene and Rockingham, that a Railroad from Fredericksburg to Orange Court-House, is essential to their prosperity, and that by union of views, and united and well-directed efforts, in less than four years they may have it in successful operation. ORANGE.

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*(From the Richmond Whig.)*

## LOUISA RAIL-ROAD.

"We have been both surprised and gratified to learn, that the first section of the Louisa Railroad extension, a distance of nineteen miles, has been put under contract at the unprecedentedly small sum of five thousand and twenty-five dollars per mile.—The contract does not include depots, land-damages, &c., a liberal estimate for which, however, will swell the cost to only about $5,500 per mile. It is intended to use a rail somewhat heavier than that in use on the old Louisa road. The contract price is about $1,500 per mile less than the Engineers estimated.

"*This fact furnishes a strong argument in favor of Railroads*, in the construction of which, improvements are steadily going on, adding greatly to their capacity to accommodate trade, while the cost of building them is materially reduced."

Citizens of Fredericksburg! let us look at this, and endeavor to cast off our lethargy, and catch largely of the enterprising, *go-ahead* spirit of the age, and look well to the interest we have at stake, in the trade of the region lying between our Town and the Blue Ridge. We are losing this trade—let us then use our most zealous efforts to regain it. To this end, a Railroad from Fredericksburg to Orange Court-House is *indispensable*, and from the foregoing statement of facts from the Richmond Whig, we are led to believe that a small sum over $200,000 will be ample for its construction. .Let us then, take courage, and use, without delay, all appropriate means for the speedy accomplishment of this work.

MONITOR.

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